

REMARKS

Claims 1, 3 and 9-11 were rejected on the grounds of obviousness from Henderson et al. in view of Baker et al. and Teo. The Examiner indicated that Henderson discloses a multi-camera closed circuit television system for an in-flight entertainment system for an aircraft. The Examiner indicated that Henderson discloses a first plurality of passenger seat positions and a second plurality of passenger seat positions in Fig. 4 showing a camera module unit, a camera control unit and a system control unit, and column 5 line 4 to column 6 line 25, describing the multiple cameras and a camera control system. Henderson does not disclose a first plurality of passenger seat positions and a second plurality of passenger seat positions.

The Examiner acknowledged that Henderson does not disclose a first plurality of video display modules for a corresponding first portion of a plurality of passengers, and a second plurality of video display modules for a corresponding second portion of a plurality of passengers. The Examiner indicated that Baker et al. teaches a first and second plurality of video display modules, referring to Fig. 8 of Baker et al., which shows a plurality (3) of displays. Baker et al. does not disclose a first and second plurality of video display modules, and does not disclose a first plurality of passenger seat positions and a second plurality of passenger seat positions.

The Examiner indicated that Baker et al. discloses a first and second plurality of interactive personal control units, referring to the video camera control modules 80 of Fig. 8 of Baker et al., showing a plurality (3) of image processing and warping circuits

80. Baker et al. does not disclose a first and second plurality of interactive personal control units.

The Examiner indicated that Baker et al. provides a plurality of interactive personal control units connected to the video camera control module for receiving forward and downward view images to permit each of the first portion of the plurality of passengers to independently select between the forward view image and downward view image for each of the first plurality of video display modules for the corresponding first portion of the plurality of passengers, apparently based on a combination of Baker et al. and Henderson. The Examiner further indicated that Baker et al. provides a plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules connected to the video camera control module for receiving the omniview frame image to permit each of a second portion of the plurality of passengers to independently select a desired field of view from the omniview frame image, apparently based on a combination of Baker et al. and Teo.

However, Henderson, Baker et al. and Teo do not disclose a first and second plurality of video display modules, a first plurality of passenger seat positions and a second plurality of passenger seat positions, or a first and second plurality of interactive personal control units. Henderson, Baker et al. and Teo do not teach, disclose, or suggest dividing video display modules and interactive personal control units according to first and second groups of passenger seat positions, and give no motivation for doing so. The Examiner has indicated that structure disclosed in Henderson, Baker et al. and Teo would permit independent selection between forward, downward and omniview images but not

according to different groups of passengers or passenger seat positions as is claimed, by segregated video modules and interactive personal control units according to the different groups of passengers or passenger seat positions.

The Examiner further indicated that it would have been obvious from Henderson, Baker et al. and Teo and the general knowledge of closed circuit television systems, to one of ordinary skill in the art, who would have had no difficulty, to provide the features of a plurality of video display modules, a video camera control module/unit for combining the plurality of separate images in an omniview frame image and for providing an omniview frame image to the plurality of video display modules for providing passengers with the capability to select and/or control a desired field of view from an available multiple fields of view provided by a video camera. However, this is not what is claimed. Claim 1 recites "a first plurality of video display modules for a corresponding first portion of a plurality of passengers, and a second plurality of video display modules for a corresponding second portion of said plurality of passengers ... a first plurality of interactive personal control units corresponding to said first portion of said plurality of passengers ... to permit each of said first portion of said plurality of passengers to independently select between said forward view image and said downward view image ... a second plurality of interactive personal control units corresponding to said second portion of said plurality of passengers ... to permit each of said second portion of said plurality of passengers to independently select a desired field of view ... from said omniview frame image." Claim 9 similarly recites "a first plurality of interactive video and audio display units ... for receiving said forward view image and

said downward view image ... located at said first plurality of passenger seat positions, respectively ... a first plurality of personal control units ... controlling selection between said forward view image and said downward view image ... a second plurality of interactive video and audio display units. ...for receiving said omniview frame image and said audio and video output ... located at said second plurality of passenger seat positions, respectively ... a second plurality of personal control units ... controlling selection of a desired field of view ..."

It is respectfully submitted that Henderson et al., Baker et al. and Teo do not teach, disclose or suggest, either individually or in combination, a first plurality of video display modules and a first plurality of interactive personal control units for a first group of passengers, and a second plurality of video display modules and a second plurality of interactive personal control units for a second group of passengers, to permit the first group to independently select between forward and downward view images, and to permit the second group to independently select a desired field of view from an omniview frame image. While Henderson et al. teaches providing a forward view image and a downward view image to passengers, and Baker et al. and Teo teach providing an omniview image, Henderson et al., Baker et al. and Teo contain no teaching, disclosure, suggestion or motivation for providing a selection between a forward view image and a downward view image to one group of passengers and a different selection of images from an omniview image to another group of passengers.

It is therefore respectfully submitted that Claims 1, 3 and 9-11 are novel and inventive over Henderson et al., Baker et al. and Teo, either taken individually or in

combination, and that the rejection of Claims 1, 3 and 9-11 on the grounds of obviousness from Henderson et al. in view of Baker et al. and Teo should be withdrawn.

In light of the foregoing amendments and remarks, it is respectfully submitted that the application should now be in condition for allowance, and an early favorable action in this regard is respectfully requested.

Respectfully submitted,

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